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REPORT OF THE NINTH MEETING OF THE INTER-AGENCY CO-ORDINATING COMMITTEE ON THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

Lomé (Togo), 12 to 14 February 1986

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A. ORGANIZATION

1. The ninth meeting of the Inter-Agency Co-ordinating Committee for the United Nations Transport and Communications Decade was held at Lomé, Togo from 12 to 14 February 1986 under the Chairmanship of Professor Adebayo Adedeji, Under-Secretary General of the United Nations and Executive Secretary of the Economic Commission for Africa.

B. ATTENDANCE AND PARTICIPATION

2. Representatives of the following United Nations organizations and specialized agencies and African inter-governmental organizations took part in the work of the meeting: United Nations Development Programme (UNDP), International Civil Aviation Organization (ICAO), Universal Postal Union (UPU), International Telecommunications Union (ITU), International Maritime Organization (IMO), African Civil Aviation Commission (AFCAC), Economic Community of West African States (ECOWAS), Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR), Pan-African Postal Union (PAPU), Agence pour la sécurité de la navigation aérienne en Afrique et a Madagascar (ASECNA) and International Labour Organization (ILO). A representative of the Government of the Republic of Togo attended the meeting as observer.

C. OPENING OF THE MEETING

3. The meeting was opened by Professor Adebayo Adedeji, Under-Secretary General of the United Nations and Executive Secretary of ECA who expressed his own gratitude as well as that of the participants to ECOWAS for hosting the meeting and making excellent arrangements for the work of the Committee. He pointed out that 1986 was the half-way mark of the second phase of the Decade and as such it was time to start thinking of the evaluation of the impact of the Decade which must be made at the end of the Decade.

4. The meeting was an important one as it preceded the fifth Conference of African Ministers of Transport, Communications and Planning and the matters on the agenda of the IACC meeting would also be the preoccupation of the Ministers. The Ministers, therefore expected clearly articulated advice from the IACC on what action to take on these matters.

5. Professor Adedeji then went on to highlight the items of the agenda. In this regard, he indicated that one of the Committee's tasks was to consider the draft progress report on the Decade for 1985 and to fill the gaps that still existed. Secondly, the committee would examine the updating of the second phase programme with a view to making recommendations to the Conference of Ministers as to which project changes were to be accepted in accordance with the guidelines for project admission established by the third and fourth Conferences of Ministers in Cairo and Conakry respectively.

6. A very important agenda item was the one dealing with the report of the Joint Inspection Unit of the United Nations (JIU) on the Decade. The report was a balanced one and made an important contribution to the thinking that had to go on about the direction that the Decade ought to take in the few years that remained and beyond the end of the Decade. The report highlighted some of the constraints that had militated against the attainment of some of the Decade objectives, notably difficulties encountered in gathering quantitative data on projects, and, consequently in result evaluation, difficulties in mobilizing financial resources and the problem of the observance of the Decade priorities by the member States. The report had equally highlighted some of the successes such as the preparation of a sound programme of the second phase.

7. The JIU had made four recommendations that were pertinent to the work of the Committee.

8. In his comments on the report submitted to the fortieth session of the General Assembly, the Secretary-General of the United Nations had generally supported the JIU's recommendation and ECA concurred with him. In particular, ECA believed that whether or not there was to be a second Decade would have to depend on an evaluation of the results of the first Decade. Furthermore, the recommended consultations between ECA and the other agencies would have to be exhaustive to be meaningful. At this stage, therefore, all the IACC could do was to recognize the magnitude of the task and accordingly advise the fifth Conference of Ministers about follow-up action to the recommendations of the JIU.

9. Another matter that would be discussed by the IACC was the evaluation of the nine technical consultative meetings that had been organized between 1981 and 1985 as the principal means of mobilizing financial resources for the implementation of the Decade programme. The ECA Secretariat had made a preliminary evaluation that showed the meetings to have been successful to an acceptable degree. There was, however, a need to adapt the resource mobilization mechanisms to the changing times and co-financing meetings had been proposed for the future. Because the active involvement of the agencies in co-financing meetings was crucial for their success, it was important that the IACC give its views on them before they were put into effect.

10. The last substantive item on the IACC agenda was the consideration of the draft agenda for the fifth Conference of Ministers. It was customary for the IACC to endorse the draft prepared by ECA and suggest the necessary amendments.

11. Professor Adedeji concluded by raising the question of the regional programme for Africa in transport and communications for the UNDP Fourth Programming Cycle (1987-1991). ECA would need to have wide consultations with all agencies before making its proposals to UNDP.

12. The next statement was made by Mr. Zaklu Gunubu on behalf of the Executive Secretary of ECOWAS, who, unfortunately, could not be present because of exigencies of his duties. Mr. Gunubu welcomed the participants and told them that ECOWAS was honoured to have been able to host the IACC meeting. The staff of the ECOWAS secretariat as well as that of the ECOWAS Fund was ready to render any assistance that members of the Committee might need. He concluded by thanking the Government of Togo for its material assistance that had made the meeting possible and wished the meeting great success.

13. The Chairman then invited any participants that wished to do so to make general statements.

14. The representative of the Pan-African Postal Union (PAPU) thanked ECOWAS for hosting the meeting and for the warm reception accorded all the participants. His organization had successfully completed, with its own financing, five of its six projects. The only project remaining to be financed was the one concerned with the establishment of a postal legislation committee. He would provide the secretariat with PAPU's contribution to complete the 1985 progress report on the Decade.

15. The representative of ITU regretted that his organization's Secretary-General had been unable to be personally present, although he had very much wanted to do so, because of other pressing commitments. He pointed out that ITU had been a very keen participant in the Decade activities right from the proclamation of the Decade by the United Nations General Assembly. Even if the Decade objectives were achieved, Africa would still remain the most deprived continent in telecommunications penetration, particularly so to the rural population. It was therefore important to start looking beyond the Decade and the ITU had already started to do that. Pursuant to a resolution of the 1982 Plenipotentiary Conference, ITU had established an Independent International Commission for World-wide Telecommunications Development whose report "The Missing Link" and recommendations needed to be studied carefully. One of the report's most dramatic conclusions had been that a project that did not take into account the telecommunications requirements risked failure. It was, therefore, necessary not only to provide the "missing links" but also to avoid any "weak links" in the telecommunications network.

16. The ITU representative concluded by thanking ECOWAS for hosting the meeting and ECA for convening it.

D. ADOPTION OF THE AGENDA

17. The agenda was approved as proposed with the following items;

1. Opening of the meeting

    (a) Statement by the Executive Secretary of ECA
    (b) Statement by the Executive Secretary of ECOWAS

2. Adoption of the agenda and organization of work
3. Consideration of the draft UNTACDA Report for 1985
4. Updating of the Phase II Programme
5. Matters arising from the General Assembly's consideration of the JIU report on UNTACDA
6. Evaluation of the Technical Consultative Meetings
7. Consideration of the draft agenda of the fifth Meeting of the Conference of Ministers of Transport, Communications and Planning
8. Date and venue of the next meeting
9. Any other business
10. Adoption of the report
11. Closure of the meeting

E. SUMMARY OF DISCUSSIONS

Draft UNTACDA Report for 1985 (Agenda item 3)

18. The draft report (document DEC/TRANSCOM/86/1) was introduced by the ECA secretariat. It was agreed that any amendments made in subsequent discussions of the committee would be incorporated into the report and approved during the meeting.

19. The discussions were conducted chapter by chapter. There were no amendments to chapters one (Overview and Summary) and two (Implementation at the National Level). Amendments were made to chapter three (Implementation of Regional and Subregional Projects) by the following members: MINCONMAR, ITU, IMO, ECOWAS and AFCAC.

20. Chapter four (Contributions of the Specialized Agencies and Intergovernmental Organizations) benefited from substantial amendments by ILO, MINCONMAR, IMO, ECOWAS, ICAO, PUPU and ASECNA. When the Chairman raised the concern that contributions on telecommunications did not appear adequate in this chapter, the ECA secretariat responded that these contributions were discussed under Chapter three and therefore were not repeated in Chapter four.

21. Discussions on Chapter five (International Co-operation and support) were focused on the issue of inclusion of more detailed information in the progress report on the financial contributions made by the different exteranl sources to the Decade programme. It was agreed that, although it was necessary to keep the report as short as possible, note was well taken by ECA on the suggestion.

22. Another issue was the need for a detailed analysis of the status of physical implementation of the projects. Despite the lack of information on project status that ECA is faced with, it was agreed that a more detailed analysis could still be performed based on the available data. Future reports should reflect this recommendation.

23. It was further agreed that the title of the report should be changed to «Annual Progress Report, 1985». Finally it was also decided that the 1985 final report shouldbe submitted to the upcoming fifth Conference of African Ministers of Transport, Communications and Planning in Harare.

Updating of the Phase II Programme (Agenda item 4)

24. After the Secretariat introduced the report on the updating of the Phase II programme (document DEC/TRANSCOM/IA/86/3) the Chairman asked what the IACC was expected to do about the report. It was observed that the report in its current form did not present the proposed updates according to the criteria that had been set for admission of project changes and/or new projects into the Decade programme. Therefore ECA was instructed to write a more comprehensive report for the fifth Meeting of the Conference of African Ministers of Transport, Communications and Planning in Harare showing, in particular, the following categories of the project revisions based on the Cairo and Conakry criteria:

- Projects on which sufficient information was provided and met the established criteria for inclusion in the programme.

- Projects on which the available information is not sufficient for ECA to make any recommendation.

- Projects which do not meet the established criteria for inclusion in the programme.

25. With these conditions, the report would be more useful to the Ministers in making the decision of whether or not to accept the proposed changes to the Phase II programme.

Matters arising from the General Assembly's consideration of the JIU report on the Decade (Agenda item 5)

26. Introducing the document DEC/TRANSCOM/IA/1986/4, a member of the secretariat indicated that the inspector had raised several issues and made some recommendations in his report. He mentioned four of these recommendations on which the United Nations Secretary General had made some remarks, namely recommendations no. 3, 4, 5 and 6.

27. During the discussions following the introduction, the representatives of UPU, ICAO, ILO, ITU and IMO made some suggestions and remarks.

28. All the organizations supported the comments made by the United Nations Secretary General, as well as the recommendations made. They however suggested that the matter be submitted to the Conference of African Ministers of Transport, Communications and Planning at its forthcoming meeting in Harare for it to indicate the criteria for preparing the medium- and long-term plan mentioned in recommendation no. 3.

29. Thus, a draft plan would be prepared and submitted to the next meeting of the co-ordinating committee.

30. One organization asked for clarification on the significance of the medium- and long-term plan and the reason for the two-year period of reflection; because the time lag between now and the end of the Decade did not allow for a long-term plan, and it was premature to envisage a two-year period of reflection, three years before the end of the Decade. Summing up the discussion, the Executive Secretary of ECA underscored the following points:

(i) The Conference of Ministers should be consulted at Harare for guidelines concerning the preparation of the medium- and long-term plan. In this connection a note including the comments made by the members of the IACC and a work programme for the period 1986-1988 should be submitted to the ministers. The consideration of Decade projects should continue but an evaluation process should also be started and the methodology and scope of the evaluation defined - such work was the responsibility of all the organizations.

(ii) ECA should prepare a document expounding its role as lead agency for the Decade and distribute it to the other members of the IACC. The first draft of the document should be ready in September 1986 and sent to the organizations in October for their comments. ECA should then prepare a synthesis report which will be discussed at the next IACC meeting.

(iii) A period of reflection and analysis would be necessary at the end of the Decade; the Ministers could be asked to express their views on the matter. The organization of an extraordinary meeting of Ministers could also be envisaged before 1988, the year marking the end of the Decade.

(iv) As regards the medium- and long-term plan, ECA should prepare a document outlining the role it would like to play in the long term, whether or not a second Decade was declared.

31. The inspector was not limiting himself to the second phase of the Decade. He observed that what had been done so far was too restricted and that the role of lead agency should be defined more clearly, with the approval of the other institutions.

An evaluation of the technical consultative meetings (Agenda item 6)

32. A representative of the secretariat introduced document DEC/TRANSCOM/IA/86/6 on the above subject. He pointed out that the ECA staff had made a preliminary evaluation of the nine technical consultative meetings and had pointed out their weaknesses and strengths. Generally the conclusion was that the meetings had not been as successful as they might have been and a new mechanism called co-financing meetings in which the number of projects would be smaller and would be confined only to projects in transit transport corridors or to large regional investment projects had to be introduced. Furthermore, the success of co-financing meetings would depend on the commitment of the countries concerned in the projects as well as prior commitment of one or more donors to some component of the package.

33. A number of agencies (ECOWAS, ICAO, PAPU, ILO and IMO) took the floor on the matter. It was generally accepted that the technical consultative meetings could have been more successful if:

(a) there had been greater efforts to make donors aware of the importance of the projects beforehand;

(b) the project profiles were more detailed to convey the economic and social impact of the projects;

(c) there had been a consistent mechanism for the follow-up of the interest expressed by the donors at the meetings.

34. After an exhaustive debate on the item it was recognized that the paper prepared by ECA had attempted to do two things: first, to make a preliminary evaluation of the meetings and, secondly, to propose a new formula for mobilizing financial resources. As to the former, the paper needed to be improved for the fifth Conference of African Ministers of Transport, Communications and Planning so as to address the many unanswered questions such as the reasons for the decline of interest in the meetings, the non-participation of certain major donor countries, the support given to the meetings by member States etc.

35. As to the proposal of a new formula of co-financing meetings, it was recognized that while they represented an improvement over technical consultative meetings, they were not a panacea as they addressed themselves largely to transport projects in transit corridors, or to large regional projects, and efforts had to continue to be made to find financing for other projects including the small regional ones. In any event whatever the resource mobilization method used, the three conditions for success stated above must be met.

36. In conclusion, the meeting agreed that the evaluation needed to be improved, taking into account the participants' comments, and to be presented to the fifth Conference of African Ministers of Transport, Communications and Planning in Harare, Zimbabwe, where agencies would help the Ministers by contributing to the debates on this very important subject.

Consideration of the draft agenda of the fifth Conference of African Ministers of Transport, Communications and Planning (Agenda item 7)

37. This item was introduced by the Chairman who suggested several changes to the proposed agenda. The following provisional agenda was recommended:

1. Opening of the meeting
2. Adoption of the agenda and organization of work
3. Annual progress report on the implementation of UNTACDA, 1985
4. Progress report on the implementation of the resolutions of the fourth Conference of African Ministers of Transport, Communications and Planning
5. Progress report on the feasibility study on the Regional African Satellite Communication System
6. Matters arising from the report of the Joint Inspection Unit on UNTACDA
7. Evaluation of the Technical Consultative Meetings on UNTACDA
8. Updating of the Phase II UNTACDA Programme
9. Report of the ninth meeting of the Inter-Agency Co-ordinating Committee on UNTACDA
10. ITU Report of the Independent International Commission for World-wide Telecommunications Development
11. Report of the Air Transport Committee established by the Mbabane Declaration
12. Date and venue of the next meeting
13. Any other business
14. Adoption of report and closure of meeting

Date and venue of the next meeting (Agenda item 8)

38. It was agreed that the next meeting of the IACC would be held in Addis Ababa, Ethiopia in January 1987.

Any other business (Agenda item 9)

39. Some members indicated that they had not yet received invitations to the Meeting of Experts to be held in Harare preceding the fifth Conference of African Ministers of Transport, Communications and Planning. The ECA secretariat was instructed to send telexes to all relevant international organizations.

Adoption of the report (Agenda item 10)

40. The draft report was adopted after amendments.

Closure of the meeting (Agenda item 10)

41. The Chief of the Transport, Communications and Tourism Division of ECA, speaking on behalf of the Executive Secretary, thanked all the agencies which took part in the meeting for their continued and important contribution to the Decade programme. He said that the report of this meeting, which he deemed to be very important, would be presented to the Ministers in the upcoming meeting in Harare. On behalf of the Executive Secretary of ECA, he invited all the members of the IACC to attend the Harare Meeting.

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UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA (1978-1988)

UPDATING OF THE PROGRAMME OF THE SECOND PHASE (1984-1988) OF THE DECADE

INTRODUCTION

During the first phase of the Decade, member States often submitted new projects to the Decade secretariat (ECA) at random throughout the period of the phase. This necessitated the continual changing of the programme content and cost. To facilitate the management of the Decade programme by the Decade secretariat, it was decided that in phase two, modifications to the programme would be admissible only at the biennial Conference of Ministers and that, in order to be accepted, a new project would have to conform to the guidelines for the admission of projects adopted by the third Conference of Ministers in Cairo in 1983.

In Resolution ECA/UNTACDA/Res.83/32 the meeting, in addition to confirming the Global Strategy and the objectives and priorities adopted in 1979, specifically enumerates the following criteria in operative paragraph 6:

6. Requests each member State to revise its own package of projects for the second phase according to the following guidelines:

(a) On-going projects should be continued and included in the second phase;

(b) Projects with feasibility studies, and included in the national plan as well as of relevance to the global objectives should be included in the programme;

(c) Projects without feasibility studies and those which are still at the conception stage should generally be excluded. Care however should be exercised that those related to the global objectives of the Decade are not excluded out of hand;

(d) A project not included in the national plan of the country submitting it shall not be included in the programme;

(e) There must be an effective co-ordination and integration of the various modes of transport and communication;

(f) Strong emphasis should be placed on maintenance and the preservation of existing assets;

(g) There should be a clear indication of the extent of local and foreign financing;

Experts will therefore be expected to recommend new projects to be accepted to the Ministers. In addition, they will be expected to provide any modifications to their current second phase national or subregional projects e.g. changes in cost or scope of the projects.

Proposed changes

This document is a compilation of proposed changes to the programme of the second phase that was approved by the fourth Conference of Ministers of Transport Communications and Planning in 1984. The proposed updates are grouped in four categories as follows:

- Projects with cost changes in 1985;

-Projects which for one reason or another have been deleted at the request of African Governments;

-Projects modified in scope;
-New projects proposed by member States for inclusion in the programme.

The total number of projects and the associated cost impacts are shown in tables 1 and 2, respectively.

Out of 1,053 projects in the programme costing an estimated $18 billion, the submitted changes increase the estimated costs to $20 billion, approximately a 10 percent increase. Each type of change is summarized below.

(a) Projects with cost changes. There are 185 projects submitted with costs changes from the approved programme, amounting to $1.7 billion, or 10 per cent of the original cost. These are listed in Annex I.

(b) Projects deleted from the programme. There are a total of 17 projects deleted from the programme at the request of the concerned member States, costing $138 million. In terms of cost, the three railways projects were worth $60 m, while the six projects deleted from the postal services sector cost $21 m. The full list of projects deleted is contained in Annex II.

(c) Projects with modifications. A total of only 10 projects fall in this category, with eight of them from the postal services sector. The net impact of these modifications is a reduction of cost by $9m. Annex III lists these projects.

(d) New projects. Annex IV shows the titles and costs of new projects submitted to ECA. There are 42 projects, costing an estimated $218m. All these were submitted in only three sectors, namely, railways, air transport and postal services, following the technical consultaative meetings for these sectors which were organized in Brazzaville, Congo in November 1985.

Table 1 : UPDATING OF THE PROGRAMME OF THE SECOND PHASE (1984-1988) OF THE DECADE
NUMBER OF PROJECTS BY SECTOR

Sector	Total Projects	Projects With cost Changes	Projects Deleted	Projects with Modifications	New Projects
Roads and road transport	239	81	1	0	0
Railways	84	29	3	1	21
Maritime transport	38	2	2	0	0
Ports	70	8	1	0	0
Air transport	94	4	0	0	10
Inland water transport	45	3	2	0	0
Multimodal transport	11	3	0	1	0
Total transport	581	130	9	2	31
Telecommunications	216	10	0	0	0
Broadcasting	121	6	2	0	0
Postal services	135	39	6	8	11
Total communications	472	55	8	8	11
Grand Total	1,053	185	17	10	42

Table 2: UPDATING OF THE PROGRAMME OF THE SECOND PHASE (1984-1988) OF THE DECADE (ESTIMATED COST IN MILLION OF $US)

Sector	1 UNTACDA Second Phase Projects	2 New Projects	3 Revised Projects	4 Combined Projects	5 Cancelled Projects	6 Total Projects 2+3+4-5	7 Total Up dated Second Phase Programme 1 + 6
Roads and road transport	5,204.4		581.3	-	2.5		
Railways	5,616.4	143.2	1,294.9	-	60.8		
Maritime transport	482.9		(85.0)	-	8.2		
Ports	1,849.9		(67.5)	-	40.0		
Air transport	923.0	48.6	7.4	-	-		
Inland water transport	325.7		2.8	-	1.4		
Multimodal transport	26.5		10.6	-	-		
Telecommunications	2,692.2		(9.2)	-	-		
Broadcasting	715.6		(0.3)	-	43		
Postal services	522.9	26.4	(33.3)	(9.2)	21.0		
Total	18,359.8	218.2	1,701.7	(9.2)	138.2)	1772.5	20,132.3

Recommendations

The proposed changes should be considered according to the type of change.

(a) Cost changes - since the cost changes were not submitted with any supporting documentation, ECA is not able to categorically recommend the acceptance of individual project changes. In general however, the cost changes do look reasonable.

(b) Deletions - projects deleted at the request of the member States must be deleted from the programme.

(c) Modifications - there are only a few of these and the modifications do appear reasonable. ECA recommends their acceptance.

(d) New Projects - new projects will be included only if they conform to the Cairo guidelines. In this regard, ECA was not able to analyse the submitted project proposals because most of these submissions did not include sufficient information on the projects. In many cases, only the project titles and cost estimates are given. In a few cases even the costs are not given.

Taking into account the time available before the end of the Decade and considering the low implementation rates so far attained, ECA believes that effort should be concentrated on the implementation of the projects already contained in the programme. The introduction of new projects would only act to divert attention from the programme. Moreover, the existance of the Decade programme did not preclude other planned developments in the transport and communications sectors. Thus new projects could be implemented outside the Decade framework.

However, if the member States feel that certain new projects must be included in the programme, then ECA requests that these members submit the full documentation with each project so that a detailed analysis can be carried out to determine if the proposal meets the Cairo guidelines. In addition a cut-off date, preferably June 1986, should be established for the submission of these proposals and documents. In any case, a final update of the second phase programme should be done not later than 31 December 1986.

ANNEX I

Projects with cost changes in 1985

Roads and road transport I. TRANSPORT

Project Number	Project title	Estimated total cost ($m) Previous	Revised
ROP-03-003	BENIN: Study on the Sene-Cotonou-Godomey road (30 km)	0.60	0.50
ROP-03-004	BENIN: Construction of the Bassa-Zoume-Parakou road (230 Km)	40.00	50.00
ROP-06-002	CAMEROON: Study on the Kribi-Yokadouma road (700 km)	8.00	6.00
ROP-06-007	CAMEROON: Study and start of construction of the Yaounde-Bertoua-Garoua-Boulai road (560 km)	26.30	6.3
ROP-15-001	ETHIOPIA: Construction of the Azezo-Metema road (217 km)	42.00	110.00
ROP-15-002	ETHIOPIA: Training of Ethiopian transport officers	4.20	1.00
ROP-15-003	ETHIOPIA: Study on a vocational training centre	0.26	1.50
ROP-15-004	ETHIOPIA: Strengthening the maintenance of main and rural roads (first phase)	125.00	283.00
ROP-15-005	ETHIOPIA: Strengthening of the Mojo-Awasa road (200 km)	25.00	20.00
ROP-15-006	ETHIOPIA: Strengthening of the Nekempte-Ghimbi road (150 km)	11.80	20.00
ROP-15-007	ETHIOPIA: Construction of the Arba Minch-Yabelo road (215 km)	28.00	30.00
ROP-15-008	ETHIOPIA: Construction of the Ghimbi-Kurmuk road (330 km)	8.80	19.00
ROP-15-009	ETHIOPIA: Technical assistance, studies and training for NATRAC R	4.80	8.80
ROP-15-010	ETHIOPIA: Rehabilitation and strengthening of the Awash-Miesso-Kulubi road	10.00	2.60

Road and road transport (cont'd)

Project Number	Project title	Estimated total cost ($m) Previous	Revised
ROP-16-001	GABON: Study on the Lalara-Eboro Section of the Libreville-Eboro road (375 km)	3.45	2.60
ROP-16-002	GABON: Study on the Bifoun-Doussala road	4.00	3.20
ROP-17-001	GAMBIA: Maintenance of roads in the Gambia	12.30	24.40
ROP-18-003	GHANA: Study on the Accra-Kumasi-Techiman-Tamale-Paga road (636 km)	2.00	87.60
ROP-18-004	GHANA: Rehabilitation of the Accra-Yamoransa road (113 km)	58.00	107.70
ROP-18-005	GHANA: Repair of the Takoradi-Axim road (60 km)	65.45	45.10
ROP-18-010	GHANA: Rehabilitation and upgrading of the Aguna-Tarkina-Bogoso road (100 km)	34.88	33.00
ROP-19-003	GUINEA: Reconstruction of the Conakry-Mamou road (255 km)	24.00	25.00
ROP-21-001	IVORY COAST: Study on the Ferkessedougou-Ouangolodougou-Mali border and the Ouangolodougou-Upper Volta border roads	1.00	2.50
ROP-22-001	KENYA: Construction of the Lodwar-Sudan border road (244 km)	28.00	44.16
ROP-22-002	KENYA: Study on the Isiolo-Moyale road (517 km)	2.80	131.00
ROP-22-005	KENYA: Bitumen surfacing of the Garissa-Garsen-Malindi road (451 km)	20.00	38.95
ROP-22-006	KENYA: Bitumen surfacing of the Kisumu-Yala road (81 km)	11.86	7.90

Road and Road transport (cont'd)

Project Number	Project title	Estimated total cost $km) Previous	Revised
ROP-22-007	KENYA: Study on a section of the Ahero-Kisii road (81 km)	1.50	5.33
ROP-22-008	KENYA: bitumen surfacing of the Narok-Sotik road (119 km)	40.00	35.67
ROP-22-009	KENYA: Study on the Embu-Kangondi road (86 km)	0.50	40.00
ROP-23-001	LESOTHO: Reconstruction and strengthening of the Taung-Makhotlong-Sani Top road	46.00	61.00
ROP-23-002	LESOTHO: Strengthening of the Thaba Tseka-Taung-Mpiti road (154 km)	53.00	1.00
ROP-26-001	MADAGASCAR: Training of transport management personnel	1.00	0.30
ROP-28-001	MALI: Reconstruction of the Kolokani-Bamako road (124 km)	17.00	6.00
ROP-28-004	MALI: Reconstruction of the Bamako-Bougouni road (156 km)	30.00	20.00
ROP-28-007	MALI: Study on the Kayes-Senegal border road (105 km)	0.50	0.90
ROP-28-009	MALI: Study on the Kayes-Nioro road (250 km)	1.00	0.90
ROP-33-005	NIGER: Construction of the Agadez-Tanout-Zinder road (430 km)	60.00	55.25
ROP-37-001	SENEGAL: Study on the Tambacounda-Guinea border road (100 km)	1.00	17.00
ROP-37-003	SENEGAL: Construction of the Ziguinchor-M'Pak-Guinea-Bissau border road (14 km)	2.70	3.00
ROP-39-002	SIERRA LEONE: Feasibility study on the Rogebre-Port Loko-Pamelap road (74 km)	0.35	24.30
ROP-40-001	SOMALIA: Study on the Berbera-Djibouti road (220 km)	2.00	0.50
ROP-40-002	SOMALIA: Study on the Somalia-Kenya border road (260 km)	2.00	0.20

Road and Road transport (cont'd)

Project Number	Project title	Estimated total cost ($m) Previous	Revised
ROP-43-001	UNITED REPUBLIC OF TANZANIA: Study on the Mutukula-Bukoba road (232 km)	2.00	13.00
ROP-44-002	TOGO: Construction of the Ghana-Lome benin coastal road (first phase)	20.00	14.09
ROP-46-002	UGANDA: Rehabilitation and construction of the Masaka-Lyantonde-Mbarara-Ntungamo-Rubale and the Mbarara-Ishake-Katunguru roads	111.76	42.45
ROP-47-002	BURKINA FASO: Construction of the Ouagadougou-Kaya-Dori road (310 km)	56.00	59.50
ROP-47-003	Burkina Faso: Construction of the Fada N'Gourma-Pama road (140 km)	27.00	28.30
ROP-47-005	Burkina Faso: Maintenance and rehabilitation of the national network (1050 km)	42.00	48.25
ROP-49-006	ZAMBIA: Study on the Mansa-Luwingu-Kasama road (340 km)	1.10	57.59
ROP-49-008	ZAMBIA: Study on the Mansa-Mwense-Nchelenge road (255 km)	0.70	40.20
ROP-50-001	ZIMBABWE: Reconstruction of the Bulawayo-Beit Bridge road (177 km)	21.10	26.40
ROP-50-003	ZIMBABWE: Study on the Harare-Chirundu road (69 km)	0.10	10.10
ROP-50-004	ZIMBABWE: Study on the Zvishavane-Chicualacuala road (314 km)	3.20	0.30

B. Railways and rail transport

Project Number	Project title	Estimated total cost ($m) Previous	Revised
RAP-01-001	ALGERIA: Engineering studies for the construction of a railway line in the Highland Plateau region and implementation of the first phase	600	425
RAP-02-001	ANGOLA: Mocamedes Railway: Renewal of the track and sleepers between Entroncamento and Menongue(321 km)	6.00	19
RAP-02-002	ANGOLA: Luanda Railway: renovation, ballasting and realignment (385 km)	36	58
RAP-06-001	CAMEROON: Realignment of the track between Douala and Yaounde: Esaka-Naloume section	80	300.3
RAP-11-001	CONGO: Rehabilitation and modernization of 342 km of the Congo-Ocean Railway	120.60	200.7
RAP-16-001	GABON: Trans-Gabon Railway: Construction of the Booue-Franceville section(351km)	853.00	1.070.
RAP-18-001	GHANA: Establishment of a railways training school under implementation	23.06	22.3
RAP-18-002	GHANA: Mechanization of railway track maintenance	10.61	11.3
RAP-18-003	GHANA: Modernization of breakdown trains	1.73	3.0
RAP-19-001	GUINEA: Renewal of ballast and rails, miscellaneous equipment;training; modernization (stations, telecommunications) for the entire railway (662km) (second phase) under implementation	105.00	6.40

Railways (cont'd)

Project Number	Project title	Estimated total cost ($m) Previous	Revised
RAP-27-001	MALAWI: Rehabilitation and improvement of the track and structures between Balaka and Salima	8.40	20
RAP-28-001	MALI: Purchase of transport facilities for permanent way staff	0.63	0.60
RAP-28-002	MALI: Transfer of the Bamako goods station to Korofina	5.00	10.00
RAP-28-003	MALI: Rehabilitation of the track between Bamako and Koulikoro (59km)	3.33	13.60
RAP-28-004	MALI: Replacement of 58 turnouts (second phase)	1.17	2.90
RAP-28-005	MALI: Renewal and strengthening of transport stock	20.00	54.00
RAP-37-001	SENEGAL: Renewal and modernization of the track between Malème Hondar and Kidira (374 km)	25.00	61.70
RAP-41-001	SUDAN: Renewal and modernization of the Khartoum-Sennar line (150 km)	35.00	72.00
RAP-41-002	SUDAN: Rehabilitation of the track on the El Obeid-Sennar-Kasalla-Haiya line (700 km)	65.00	162.00

Railways (cont'd)

Project Number	Project title	Estimated total cost ($m) Previous	Revised
RAP-41-003	SUDAN: Renewal of track on the Sennar-Ed Damazin Section	42.00	95.00
RAP-41-004	SUDAN: Rehabilitation and modernization of the Babanusa-Nyala section: Phase II (700 km)	60.00	130.00
RAP-41-005	SUDAN: Improvement of signalling and telecommunications facilities	45.00	60.00
RAP-41-006	SUDAN: Mechanization of track maintenance and repairs on the Khartoum-Atbara-Haiya line	70.00	175.00
RAP-41-007	SUDAN: Purchase of rolling stock for renewal and modernization (first phase)	100.00	290.00
RAP-41-008	SUDAN: Renewal of track, rail welding, purchase of miscellaneous equipment for Port Sudan-haiya line (203 km)	60.00	145.00
RAP-42-002	SWAZILAND: Dieselization of Swaziland Railway	11.40	20.00
RAP-42-003	SWAZILAND: Purchase of road and rail breakdown equipment	2.00	1.10
RAP-46-001	UGANDA: Modernization of the signalling to Kasese and from Tororo to Pakwach	6.10	9.10
RAP-46-003	UGANDA: Renewal and realignment of the northern corridor network track (226 km)	40.50	39.00
RAP-46-004	UGANDA: Purchase of spare parts for rolling stock and electrical installations	3.35	10.00
RAP-46-006	UGANDA: Studies on the establishment of a permanent way depot and on the construction of a concrete sleeper factory	0.53	0.40
RAP-46-007	UGANDA: Study on the establishment of a railway training school	0.65	0.30

Railways (cont'd)

Project Number	Project title	Estimated total cost ($m) Previous	Revised
RAP-46-007	UGANDA: Study on the establishment of a railway training school	0.65	0.30
RAP-48-002	ZAIRE: Training of SNCZ staff	2.60	2.30
RAP-46-003	ZAIRE: Supply of equipment for the SNCZ (second phase)	42.00	120.80
RAP-49-003	ZAMBIA: Feasibility study on the construction of new railway lines linking Zambia with neighbouring countries (and ports)	0.50	0.60
RAP-60-005	IVORY COAST/MALI: Studies on the inter-connection of the railway networks of the two countries (650 km)	3.33	3.30
RAP-60-008	EGYPT/SUDAN: Construction of a railway link between Egypt and the Sudan	450.00	500.00
RAP-60-009	KBO: Engineering studies on a proposed railway link between Rwanda, Burundi and the United Republic of Tanzania	5.80	4.00
RAP-60-010	NIGER: Feasibility studies on providing the Niger with access to the sea: Dori-Niamey and Kano-Maradi links	0.15	102.30
RAP-60-012	CEAO: Construction of a joint wagon factory	8.00	3.10
RAP-60-013	TAZARA: Purchase of 36 diesel electric main line locomotives (first phase)	26.00	55.00
RAP-60-015	TAZARA: Purchase of 1000 wagons (first phase)	23.00	24.00
RAP-60-017	TAZARA: Various activities aimed at track rehabilitation (earthworks, rail welding, introduction of mechanized maintenance)	44.00	70.00

Railways (Cont'd)

Project number	Project title	Estimated total cost ($M) Previous	Revised
RAP-60-023	TAZARA: Construction of terminals at the new Kapiri Mposhi station for the storage and handling of goods	15.00	0.40
RAP-60-024	TAZARA: Purchase of two breakdown cranes, two wheel lathes and handling equipment	9.00	7.00
RAP-60-025	TAZARA: Provision of signalling and telecommunications equipment	36.00	11.00
RAP-60-026	TAZARA: Setting up of training facilities and financing of training abroad in new technologies and management	1.30	4.50

C. Shipping

Project Number	Project title	Estimated total cost ($m) Previous	Revised
SHP-60-001	Construction and equipment of the Academy of Marine Science and Technology for the French-speaking countries of West and Central Africa	58.00	12.50
SHP-60-002	GHANA: Financial assistance and provision of a ship simulator for the Regional Academy of Marine Science and Technology at Accra	48.00	6.50

D. Ports

HAP-11-001	CONGO: Study on the expansion of the port Pointe Noire	2.00	1.73
HAP-16-001	GABON: Expansion of the port of Ovendo;rehabilitation of a dry dock	140.18	37.50
HAP-20-001	GUINEA-BISSAU: Comprehensive port development project	30.00	47.50
HAP-26-001	MADAGASCAR: Improvement of navigation conditions in ports: dredging, buoying and hydrographic studies	20.00	35.00
HAP-26-001	MALI: Construction of warehouses for Mali at the ports of Dakar, Cotonou and Abidjan	6.08	8.00
HAP-37-001	SENEGAL: Construction of a container terminal at the port of Dakar (first phase)	25.00	27.6
HAP-48-002	ZAIRE: Expansion of the port of Matadi	5.00	9.5
HAP-48-003	ZAIRE: Construction of a landing stage for cereals at the port of Matadi	9.60	3.5

E. **Air transport**

Project Number	Project title	Estimated total cost ($m) Previous	Revised
AIP-16-003	GHANA: Modernization and expansion of Kotoka international airport	27.50	15.00
AIP-27-002	MALAWI: Construction of a new airport at Monkey Bay	1.85	1.50
AIP-42-001	SWAZILAND: Upgrading of Matsapha airport	30.00	30.00
AIP-47-001	Burkina Faso: Development of Bobo-Dioulasso airport	6.00	20.21

F. Inland water transport

Project Number	Project title	Estimated total cost ($m) Previous	Revised
INP-11-002	CONGO: Studies on improving the navigability of the northern Congo river network	0.40	0.25
INP-16-001	GABON: Improvement of navigation on the Ogooue river and on the Fernand Vaz lagoons	12.00	14.5
INP-46-001	UGANDA: Rehabilitation and improvement of facilities at the ports of Lake Victoria (Jinja and Port Bell)	0.66	1.13

G. Multimodal transport

Project Number	Project title	Estimated total cost ($m) Previous	Revised
MMP-27-001	MALAWI: Study and construction of container terminals at Blantyre, Lilongwe and Salaka	1.05	3.40
MMP-46-001	UGANDA: Study on the construction of container terminals and transit sheds at Tororo, Kampala and Kasese. Combined with	0.06	8.41
MMP-46-002	UGANDA: Feasibility study on the establishment of a terminal at Kampala	0.06	

II. COMMUNICATIONS

A. Telecommunications

Project Number	Project title	Estimated total cost ($M) Previous	Revised
TEP-11-006	CONGO: Extension and rehabilitation of urban telephone networks and exchanges	12.10	21.00
TEP-11-007	CONGO: Realignment of the Brazzaville-Pointe Noire coaxial cable	1.74	1.00
TEP-11-009	CONGO: Installation of an international telex switching centre	3.18	1.40
TEP-17-001	THE GAMBIA: National trunk switching centre, banjul	0.78	12.00
TEP-18-001	GHANA: Rehabilitation of Takoradi and Tema coast radio stations	3.05	0.80
TEP-18-005	GHANA: Sunyani-Berekim-Dormaa Ahenkro-Sampo/Yamoasikro (IVory Coast) UHF radio link	2.18	0.70
TEP-18-006	GHANA: New telecommunications engineering school at Adentan	31.34	1.78
TEP-18-007	GHANA: Accra/Bolgatanga microwave link	28,41	27.90
TEP-22-001	KENYA: Rural telecommunication project	5.90	6.90
TEP-46-002	UGANDA: Jinja-Tororo-Gulu trunk route and telephone exchanges	10.14	16.10
	Total 10 projects	98.82	89.58

B. — Broadcasting

Project Number	Project title	Estimated total cost ($M) Previous	Revised
BRP-04-002	BOTSWANA: Improvement of the Very High Frequency broadcasting network	0.20	2.00
BRP-17-001	THE GAMBIA: Improvement of facilities of Radio Gambia	0.30	0.39
BRP-17-003	THE GAMBIA: Development of information and broadcasting sector	1.40	0.35
BRP-18-002	GHANA: Rehabilitation of Weija monitoring station	0.68	0.90
BRP-50-002	ZIMBABWE: Assistance in broadcasting management training for Zimbabwe broadcasting staff	0.50	0.60
BRP-50-003	ZIMBABWE: Strengthening of Zimbabwe Institute of Mass Communication	2.00	0.50
	Total 6 projects	5.08	4.74

C. Postal

Project Number	Project title	Estimated total cost ($M) Previous	Revised
POP-04-002	BOTSWANA: Establishment of a postal bus service	0.22	0.31
POP-06-001	CAMEROON: Establishment of a regional transit centre at Douala	21.84	25.00
POP-06-002	CAMEROON: Establishment of mail sorting centre at Yaounde and Douala	8.96	6.50
POP-06-006	CAMEROON: Construction of a main post office with administrative services at Yaoundé	5.72	10.00
POP-10-001	COMOROS: Establishment of a vocational training centre	0.53	0.77
POP-10-002	COMOROS: Establishment of mobile post offices in rural areas	0.35	0.26
POP-10-003	COMOROS: Construction of 12 new post offices	1.47	5.09
POP-10-004	COMOROS: Construction of a central post office	0.30	2.29
POP-12-001	DJIBOUTI: Establishment of a post office and a postal training centre	0.37	0.71
POP-13-001	EGYPT: Expansion of the postal printing house	4.50	4.00
POP-16-001	GABON: Construction of an administrative complex at Libreville	15.00	30.00
POP-19-001	GUINEA: Improvement of relations between the post and its users	10.66	11.46
POP-19-002	GUINEA: Construction of a general post office at Conakry	20.00	9.60

Postal (cont'd)

Project Number	Project title	Estimated total cost ($M) Previous	Revised
POP-26-001	MADAGASCAR: Establishment of a regional transit centre at Antananarivo	21.84	1.57
POP-27-001	MALAWI: Establishment of two sorting centres/offices of exchange	1.50	1.00
POP-27-002	MALAWI: Establishment of 16 new post offices	2.00	1.50
POP-28-001	MALI: Establishment of a regional transit centre at Bamako	7.00	2.50
POP-28-002	MALI: Equipment of 15 rural mobile post offices	0.43	0.58
POP-28-004	MALI: Establishment of an airmail office of exchange at Senou	0.52	0.15
POP-30-001	MAURITIUS: Electronic equipment for the post office savings bank	0.93	0.06
POP-32-003	MOZAMBIQUE: Establishment of a multi-national postal training school at Beira	4.00	4.18
POP-33-002	NIGER: Supply of equipment for the money order control centre at Niamey	0.02	0.13
POP-33-003	NIGER: Establishment of eight post offices and a sorting centre	5.10	1.00
POP-41-001	SUDAN: Development of postal services especially in rural areas	4.00	4.60
POP-42-003	SWAZILAND: Establishment of an international airmail office of exchange	0.49	0.08
POP-42-004	SWAZILAND: Establishment of post offices in rural areas	0.48	0.40
POP-44-001	TOGO: Construction of a mail sorting centre at Lomé	6.50	4.50

Postal (cont'd)

Project Number	Project title	Estimated total cost ($M) Previous	Revised
POP-44-004	TOGO: Purchase of postal equipment	1.00	1.20
POP-44-005	TOGO: Construction of 15 post offices	4.40	4.50
POP-44-006	TOGO: Reorganization and development of postal services in rural areas	0.40	0.50
POP-47-001	BURKINA FASO: Construction and equipment of a sorting centre at Ouagadougou	3.40	1.40
POP-48-001	ZAIRE: Construction of a sorting centre at Goma	7.00	2.50
POP-48-006	ZAIRE: Study for the improvement of Ciro services	0.35	9.00
POP-49-001	ZAMBIA: Construction of an office of exchange and a surface mail sorting centre	0.60	0.63
POP-49-002	ZAMBIA: Organization of mail transport	2.00	2.59
POP-50-002	ZIMBABWE: Establishment of a sorting centre at Harare	4.20	1.23
POP-50-003	ZIMBABWE: Establishment of a postal trainingcentre at Harare	1.50	1.23
POP-60-002	UPU: Establishment of a multinational postal school at Brazzaville	3.00	1.58
POP-60-004	UAPT: Construction of a workshop for manufacturing postage stamps	19.00	3.70
	Total 39 projects	191.58	158.30

ANNEX II

Projects deleted from Second Phase Programme at the request of African Governments

I. TRANSPORT

Project number	Project title	Estimated total cost ($m)
A. **Roads and road transport:**		
ROP-23-003	LESOTHO: Study on two pilot road maintenance centres	2.50
B. **Railway and rail transport:**		
RAP-21-001	IVORY COAST: Regie Abidjan-Niger: Realignment of the track between Petionara and Tafire	33.00
RAP-21-002	IVORY COAST: Regie Abidjan-Niger: Doubling of the track between Anyama and Bouake	27.00
RAP-49-004	ZAMBIA: Feasibility study on a proposed railway linking Chigola-Chililabombwe with the Angola network	0.60
C. Shipping		
SHP-33-001	NIGER: Purchase of a cargo ship	8.00
SHP-60-007	EAST AND SOUTHERN AFRICA: Study on the establishment of a shipping line for East and Southern Africa	0.20
D. Ports:		
HAP-41-001	SUDAN: Rehabilitation of the old Suakin port	40.00
E. **Air transport:**	None	

F. Inland water transport

Project number	Project title	Estimated total cost ($m) Pre
INP-27-002	MALAWI: Rehabilitation and improvement of the MV "Ilala" and studies to be followed by its complete renovation	0.70
INP-27-003	MALAWI: Study on the development of Chintheche harbour	0.70

G. Multimodal transport: None

II. COMMUNICATIONS

Project title	Project title	Total estimated cost ($M)
A. Telecommunications:	None	
B. Broadcasting		
BRP-19-006	GUINEA: Construction of four television transmission centres	4.10
BRP-19-007	GUINEA: Staff training for radio and television programming and transmission centre	0.24
C. Postal Services		
POP-08-008	CENTRAL AFRICAN REPUBLIC: Logistical facilities common to the postal and telecommunications services	4.53
POP-09-002	CHAD: Establishment of rural mobile postal service	0.17
POP-42-005	SWAZILAND: Establishment of a surface mail office of exchange	0.51
POP-44-02	TOGO: Construction and equipment of a new main post office at Lomé	6.32
POP-44-003	TOGO: Development and reorganization of the post office savings bank in rural areas	1.50
POP-50-001	ZIMBABWE: Establishment of a postal transit centre at Harare	8.00

ANNEX III

Modified Projects of the Second Phase Programme

I. TRANSPORT

Project Number	New title	Estimated cost ($M)
1. Roads and road transport:	None	
2. Railways and rail transport		
RAP-47-001	BURKINA FASO: Incorporated in RAP-60-010 NIGER: Feasibility studies on providing the Niger with access to the sea: Dori-Niamey and Kano-Maradi links	
3. Maritime transport:	None	
4. Ports:	None	
5. Air transport:	None	
6. Inland water transport:		
7. Multimodal transport:		
MMP-46-001/002	UGANDA: Combined to new title: Containerization of rail traffic	

II. COMMUNICATIONS

Project title	New title	Estimated cost ($M) Previous	New
Telecommunications:	None		
Broadcasting:	None		
Postal Services:			
POP-08-007)		0.90	1.20
POP-08-008)	CAR - combined	4.53	
POP-17-001)	The GAMBIA: Development of	1.13	
POP-17-002 (	programme for postal services	0.37	1.50
POP-17-003)	in the Gambia	0.05	
POP-47-002)	BURKINA FASO: Construction of	2.30	0.85
POP-47-003)	17 post offices	2.64	
POP-09-003	CHAD: Restoration and re-equipment of the posts and telecommunications office	1.06	0.20

ANNEX IV

Proposed New Projects for the Second Phase Programme

I. TRANSPORT

	Country	Description	Estimated Cost ($m)
1.	Burkina Faso	Construction and equipment of container terminals at Ouagadougou and Bobo Dioulasso	2.50
2.	Burkina Faso	Study for the establishment of handling units at Ouagadougou and Bobo Dioulasso	1.25
3.	Burkina Faso	Construction of a marshalling yard at Ouagadougou	4.10
4.	Burkina Faso	Construction of warehouses in Burkina Faso	N/D
5.	Burkina Faso	Improvement of the track and fixed installations in Burkina Faso	13.52
6.	Congo	Doubling of the section of the CFCO between Mfilou and Talangai (16 km)	43
7.	Congo	Conversion of the brake system	6
8.	Ivory Coast	Extension of the tracks at railway stations	25
9.	Ivory Coast	Remodelling of the sidings at stations	10
10.	Ivory Coast	Construction of two warehouses at Abidjan and Ouagadougou and one diesel block at Ouagadougou	N/D
11.	Ivory Coast	Renovation and purchase of track maintenance equipment	0.44
12.	Ivory Coast	Purchase of seven locomotives	8.50
13.	Ivory Coast	Renovation of rolling stock	10
14.	Ivory Coast	Conversion of the brake system	1.50

	Country	Description	Estimated Cost ($m)
15.	Gabon	Libreville railway station	
16.	Gabon	Warehouse at Moamba	
17.	Ghana	Feasibility study for the construction of a rial link between Awaso and Sunyani	N/D
18.	Senegal	Re-equipment of the Kidira railway station	2.60
19.	Senegal	Replacement and increase in tractive stock	4.70
20	Senegal	Replacement and increase in hauled stock	3.10
21.	Senegal	Repair and strengthening of the track between Bargny and Malame-Hodar	7
22.	Burkina Faso	Improvement of the Ouagadougou airport	10.6
23.	Burkina Faso	Construction and equipment of 14 provincial airports	2.2
24.	Zaire	Strengthening of the runway at Kinshasa/N'Djili airport and renovation of radio aids and lighting systems	12.0
25.	Zaire	Solarization of radio navigation equipment	6.9
26.	Zaire	Extension and strengthening of the runway at Burmia airport	5.7
27.	Regional	African Civil Aviation Information System (AFCAIS)	0.55
28.	Regional (Cameroon)	Construction and equipment of a regional fire safety school	0.3
29.	Kenya	VHF Communications equipment for integrated radar system	8.0
30.	Kenya	Expansion of flight inspection unit	1.4
31.	Kenya	Calibration centre for test and inspection of test equipment	0.9

II. COMMUNICATIONS

Country	Description	Estimated cost ($M)
1. ANGOLA	Establishment of a national training school	2.50
2. ANGOLA	Establishment of a regional transit centre	12.56
3. CHAD	Construction of national mail sorting centre at N'Djamena	3.00
4. CHAD	Reorganization and re-equipment of Giro-centres and of the CNE	2.00
5. CHAD	Reconstruction of a national training school for posts and telecommunications at N'Djamena	0.18
6. CHAD	Establishment of a long-term master plan for rehabilitating and developing postal and financial services	0.10
7. COMOROS	Creation of a Giro centre and a national savings bank	0.86
8. KENYA	Establishment of a regional transit centre at Mombasa	0.78
9. KENYA	Establishment of a regional transit centre at Nairobi	0.50
10. SUDAN	Construction of a transit centre and a surface mail sorting centre at Port Sudan and Wadi Halfa	3.90
11. PAPU	Establishment of a Postal Legislation and Regulations Committee to harmonize the African postal services	0.50
	Total	26.88

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ECONOMIC COMMISSION FOR AFRICA

REPORT ON THE INTER-AGENCY CO-ORDINATING COMMITTEE (IACC) ON THE REGIONAL AFRICAN SATELLITE COMMUNICATIONS SYSTEM

Addis Ababa, (Ethiopia) 20 to 24 February 1986

BACKGROUND

1. It will be recalled that Africa's political leaders and decision makers in the field of communications have at various fora called for the provision of an efficient and well managed communications infrastructural facilities because they constitute an indispensable element in the efforts of African countries to improve the quality of life of their people and to physically integrate the continent. To achieve this objective, emphasis has been placed on the development of an Integrated Telecommunications network including a Regional African Satellite Communications System.

2. As a result of the expressed desire of African leaders to use satellite communications as a complement to the terrestrial network to promote integrated development of the continent, a number of organizations became involved in the conduct of a feasibility study project now known as the Regional African Satellite Communications System causing proliferation of studies. Subsequently, the attendant wastage of human material and financial resources was a great impetus for the establishment of the Inter-Agency Co-ordinating Committee which is composed of the Organization of African Unity (OAU), the Economic Commission for Africa (ECA), the African Development Bank (ADB), the Pan-African Telecommunications Union (PATU), the "Union des Radiodiffusions et Televisions Nationales d'Afrique" (URTNA), the "Union Africaine des Postes et Telecommunications" (UAPT), the International Telecommunications Union (ITU), the United Nations Educational, Scientific and Cultural Organization (UNESCO), and the "African Civil Aviation Commission" (AFCAC) whose mandate was defined by the third meeting of the Conference of African Ministers of Transport, Communications and Planning in resolution ECA/UNTACDA/Res.83/26. The same resolution among others charged the IACC with the responsibility of integrating and harmonising all the on going studies into a single one as well as supervising and monitoring the implementation of the study.

3. The IACC should have presented a report on its activities to the fourth meeting of the African Conference of Ministers of Transport, Communications and Planning which was held in Conakry, February 1984. Since the report could not be considered by the above Conference it was decided that an Extraordinary meeting of Experts of Transport, Communications and Planning be convened to consider the report of the IACC and take final decision on behalf of the Ministers.

4. Due to the difficulties encountered by the extraordinary meeting of experts held in Addis Ababa May 1984, and considering the importance of the project and the urgency to take a decision, the meeting requested the Chairman of the fourth meeting of the Conference of Ministers of Transport, Communications and Planning to convene an extraordinary meeting of African Ministers of Telecommunications with a view to taking a final decision. Regretably, it was not possible to convene the extraordinary meeting.

5. The present report, in accordance with the Cairo Resolution ECA/UNTACDA/ Res.83/26 and in line with the directives of the extraordinary meeting of experts gives an account of the activities of IACC since the experts meeting in May 1984. Furthermore it puts forward proposalsand recommendations agreed upon within the IACC for the organization, financing and implementation of the feasibility study.

SUMMARY OF ACTIVITIES

6. During the period under review, the IACC held several meetings at which modalities, work breakdown and organizational structure for the implementation as well as financing of the feasibility study were discussed.

7. In the search for finance for the feasibility study, the IACC mandated ITU to make initial contact with financial institutions, multilateral and bilateral donors. These contacts led to the convening of a donor's conference at which offers, were made by ADB EEC, ITU, UNDP and UNESCO to finance the study.

8. After the donor's conference, which was held in Geneva, March 1985, IACC maintained contacts with EEC and ADB with a view to reaching mutually acceptable conditions for financing the study. In this connection, the IACC welcomed the offer by ADB and requested ITU to pursue its efforts to initiate action for the fulfilment of the necessary conditions laid down by ADB. This offer appeared to be in line with the objectives of the study, namely, the transfer of technology and the acquisition of skills by African experts, the maximisation of the use of African expertise and the compliance with the provisions of the Cairo resolution as well as the consideration of all options and alternatives relevant to the study.

9. With regard to the EEC's offer the Committee had some reservations about the conditions attached to the grant to finance the study. Despite several contacts between EEC and the IACC, conditions satisfactory to both parties could not be reached. However the channels for communications are kept open to continue further negotiations.

10. The IACC received a request from UNDP to become a member of the committee. Considering the role of the UNDP in the overall development process and its specific role in the realization of the Pan-African Telecommunications Network, the IACC recommends to the conference the admission of UNDP' as a member of the IACC.

ORGANIZATIONAL STRUCTURE FOR THE EXECUTION OF THE STUDY

AUTHORITY FOR THE PROJECT

11. Since the Regional African Satellite Communication System is a project conceived by the governments of Africa, it will be executed by them at the national and regional level using their own manpower and resources as much as possible.

12. The supreme authority for the project is the Conference of Ministers of Transport, Communications and Planning assisted by an Interim Executive Committee (IEC) which is charged with the technical responsibility of following up the implementation of the project. In order to accomplish this task, at least two meetings of the Conference of Ministers preceeded by the meeting of the IEC should be foreseen during the execution period of the Feasibility Study project. The timing of the first meeting to consider an interim report would be fixed by the IACC depending on the progress of work. The second meeting would take place upon the submission of the draft final report with the object of examining the outcome of the study and taking the appropriate decisions for the implementation phase.

ROLE OF THE INTERIM EXECUTIVE COMMITTEE (IEC)

13. The Interim Executive Committee will consist of one representative from each African country participating in the project. The members of the IEC have, as a group, to define the activities of the projects, to study the various reports especially from the financial, technical, and economical points of view and submit recommendations to the Conference of Ministers. In order to accomplish such a task, they may wish to set up a restricted representative sub-committee charged with the follow-up of the progress of the project. Alternatively, they may wish to follow up the matter as a Committee of the Whole.

14. The IEC receives the report of the IACC and transmits same to the Conference of Ministers with its comments and recommendations for final decision.

Role of IACC

15. Resolution ECA/UNTACDA/83/Res.26 gives the IACC the following specific tasks:

> "Calls upon the Inter-Agency Co-ordinating Committee to finalise the Feasibility Study document as well as supervise and monitor the implementation of the study ...
>
> ... The IACC shall assign to competent organization clear and identifiable scope of work together with the necessary resources for its implementation..."

16. In order to accomplish the above responsibilities, the IACC has established the following structure:

a) Chairman and Vice Chairman
The OAU is the Chairman of the IACC while the ECA acts its Vice-Chairman.

b) Lead Agency
To ensure the co-ordination of the execution of the project, ITU, in close cooperation with ECA and PATU and in close consultation with UAPT, as requested to assume the leading role.

c) Technical Committee
The IACC in its 8th meeting (Addis Ababa, October 1984) decided to create a technical committee composed of PATU as chairman, ITU as co-ordinator secretary and ECA, UAPT and URTNA as members which will report to the IACC. The technical committee will have the following duties:

- Elaboration of proposals for a work programme, planning and programming of various activities to be undertaken in the study.

- Drawing up of proposals for detailed work breakdown and determining the estimated cost of each work breakdown component.

- Formulating of proposals for the assignments of tasks to agencies.

- Monitoring, supervising and controlling the implementation of the feasibility study project as regards to both technical and financial aspects including the management of project funds.

Proposals emanating from the technical committee as well as reports on its activities would be submitted to the IACC for decision and policy guidelines.

The technical committee would have the following officers: Chairman and Co-ordinator with the following responsibilities:

Chairman: convenes the technical committee; chairs the technical committee; and presents the report of the technical committee to the IACC.

Co-ordinator: Draws up: the draft definition of tasks and breakdown of activities; the draft planning and programming of activities; the draft cost estimates of various activities; the draft documents pertaining to allocation of resources.

Ensures: the follow-up and implementation of the directives of IACC; the supervision and control of activities; the analysis and integration of the various parts of the study.

Submits: for the consideration of the technical committee separate reports, on tasks assigned to him (see above). The technical committee will consider the report submitted to it by the co-ordinator and transmit it with its comments to the IACC for decision.

The description of the role of the co-ordinator was considered as incomplete and additional duties might be added when the question of disbursement of funds are settled.

d) Financial Sub-Committee

A financial sub-committee was established as a result of a decision taken by the 5th IACC meeting. The financial sub-committee is composed of ECA, ADB, PATU, UAPT, URTNA and ITU, the ADB being the financial advisor of the IACC.

The full IACC should meet on a 6 monthly basis. It should also hold consultative meetings with the representatives of the financing governments and institutions participating in the project as and when required.

THE ROLE OF SUPERVISING INSTITUTIONS

17. The supervising institutions are those agencies which are directly associated with the practical execution of the project, i.e., ITU, ECA, PATU, UAPT, and URTNA. These agencies will be called to play an active role in the execution of the project and their staff members will assist the national Project Coordinators and other national experts in the carrying out field activities in particular as far as national level activities are concerned. The staff members of these agencies, in addition, will assume the responsibility of field supervision so as to ensure the compatibility of work being carried out in different countries in accordance with previously agreed norms. To this end, the IACC will allocate funds from the project budget to the associated agencies for a specifically agreed list of activities in the form of a sub-contract. The amount to be allocated shall be calculated on the extent and duration of the activity. The supervising agencies would disburse the earmarked funds according to the requirements of that portion of the project for which they are responsible and will be fully accountable.

ESTABLISHMENT OF A PROJECT OFFICE

18. A Project Office shall be established to undertake parts of the study and to ensure the day-to-day follow-up. This Office will be manned by a small team of internationally recruited experts for a fixed term. In the selection of the experts, special preference would be given to secure the services of competent Africans. The experts engaged for the implementation of the project will be recruited by the ITU on behalf of the IACC giving due consideration to the conditions of the financing institutions that provide the funds. The ITU will provide to Project Staff support facilities existing within the UNDP structure all over the African continent as well as resources such as computer facilities from its headquarters. In addition, the experts will benefit from the current privileges and immunities that are accorded to staff in the United Nations System for technical co-operation.

19. Consulting firms will be invited to make offers on the basis of invitations that will give full details of project activities as per the approved Terms of Reference for the Regional African Satellite Communication System. The Project Staff will evaluate the offers with due regard to the best combination of quality and price and submit its recommendations to the IACC via the Technical Committee for consideration and approval. The financing institutions and countries would then be informed of the final recommendation and their approval sought.

20. Once the contractor has been selected, the Project Staff will prepare the contract with the support of the ITU specialized agencies services (Technical Services, Legal Advisor, Selection Panel, and Contract Section).

21. The Project Staff will assume responsibility for establishing the norms for field work, guide and supervise the work of national and international experts involved in the study. It shall further compile and analyse reports from the field and draw up a comprehensive report giving all options so that the competent authorities obtain all relevant information for taking a firm decision on the implementation phase.

Participation of sponsoring countries (ADF) and financing institutions in project management

22. The IACC shall negotiate modalities of effective participation of the sponsoring countries and financing institutions in order to ensure the execution of the study as per the terms of reference and to achieve and overall objective of the project.

Project activities

23. The activities identified in each mode of telecommunications (broadcasting, public telecommunication, data, etc.) in various types of technologies (terrestrial, spatial) and incorporated in the Terms of Reference will be broken into a series of discrete work packages and will be carried out by national experts, internally required experts, and consulting firms on the basis of specific contracts. The activities will be undertaken at both the national and regional levels.

National level activities

24. The primary activity is to identify truly development oriented telecommunications service needs in each country. Each country shall extensively involve users to determine their requirements. It should approach the problem of access to telecommunication service not just from the conventional telephone/telex demand as perceived by the PTT authority, but also as felt by the overall national development authority in the form of infrastructural support to other activities. This would bring to the Study the cultural, economic and social breadth that it needs to satisfy the aspirations of the population of each country.

25. In order to achieve this objective, a multi-disciplinary team shall be established with the PTT as the focal point. It is also desirable that a national project coordinator be named so as to ensure effective follow-up at the national level and act as a contaact for relations with regional activities of the project.

26. The multidisciplinary team shall establish service requirements in accordance with the indications given in the "Guideline for the Preparation of a National-level Feasibility Study on a Regional African Satellite Communications System".

27. These Guidelines could be modified as required to meet the needs of individual countries; however, the general framework and service concept should be kept so as to fit within the regional framework.

28. Those countries which may need complementary external resources to carry out their national plans should be provided with certain inputs from the project.

29. Results of national-level activities will be documented in national feasibility study reports covering all relevant facets pertaining to the establishment of the Regional African Satellite Communication System. The studies shall extend to the level of outlining system layout solutions, assuring the project's viability and defining all critical elements so as to allow decisions to be taken on implementation.

30. The national feasibility studies will cover the following major areas:

- Examination of all relevant material, information, plans and projections available for the country as well as an assessment of demographic data and socio-economic parameters.

- National macro-economic analysis (general conditions and trends of the country).

- Study of the telecommunications sector.

- Identification of telecommunications sound and TV broadcasting requirements.

- Formulation of proposals for implementation.

- Financial and economic evaluation.

31. The ITU/UNDP have provided assistance to many countries in the elaboration of their master development plans. This occasion was used to provide on the job training to many staff members in the techniques of the elaboration of national plans. Accordingly maximum use would be made of the duly trained African Staff not only for the national level activities the framework of this study but also in carrying out studies in other African countries where the required expertise is not yet available.

32. The aim in each country should be to produce the optimal technical economic and financial solution for the total requirements of telecommunications services in order to support and enhance their socio economic development target. It is however essential that a uniform approach, documentation and presentation is adopted by the respective National Co-ordination Committees so as to have a compatible and complimentary regional scheme.

Regional Level Activities

33. The Regional African Satellite Communication System as a regional project requires, in addition to the national assessments, Africa-wide level activities on a great number of aspects.

34. The regional feasibility studies will use, to a certain degree, inputs from national studies. Although the specific requirements of individual countries will be taken into consideration, the regional aspect of the project will be highlighted.

35. The Interim Executive Committee, which preferably will be composed of the National Project Co-ordinators from all countries, will meet as often as necessary but at least once a year to examine IACC Progress Reports, make comments and observations that can be fully taken into consideration by the project execution team.

36. The regional feasibility study will include inter alia the following elements:

- Data base for the African Regional System;
- Telecommunication supply evaluation;
- Regional planning targets for telecommunications, sound and television broadcasting planning;

- Traffic distribution forecast between the terrestrial and satellite systems;

- Formulation of proposals for implementation;

- Financial and economic evaluation;

- Organization and management of the African Regional system.

37. Other members of the IACC may also be co-opted to assume or supervise a specific activity that may fall within their field of competence. In such a case, budgetary allocations would be made on the same basis as above.

Status of resource mobilization

38. The IACC has during the period under review been actively engaged in the definition of criteria for conditions of financing and the actual mobilization of resources and substantial progress has been achieved toward this end.

39. The Conference of Ministers in Resolution ECA/UNTACDA/83/Res.26 gave the following guidelines:

> Appeals to bilateral and multilateral financing institutions to work closely with the Inter-Agency Coordinating Committee with a view to harmonizing their financial and technical contributions so as to benefit the whole of Africa in the spirit of the Lagos Plan of Action and the global strategy of the United Nations Transport and Communications Decade in Africa

40. In addition, the IACC adopted a Strategy on Mobilization of Resources which states:

- Feasibility study funds should essentially come from multilateral financing institutions with complementary funding from bilateral programmes.

- The IACC should be kept informed of any bilateral or multilateral financing of the project.

- The Feasibility Study funds should be sought from all possible sources so that many of them become partners in this large scale international endeavour.

41. The financing of the activities of the project wil be guided by the above given principles under the advisory services of the ADB as per the decision of the IACC.

42. The Chairman of the IACC is mandated to sign on behalf of the beneficiary countries for those funds that are put at the disposal of the IACC for the Feasibility Study.

43. The IACC shall designate one of the agencies as the custodian of the funds that are allocated to the IACC and their disbursement shall be effected in compliance with the authorization of the IACC for a specifically agreed set of activities. The agency that is so designated will be fully accountable for the funds and shall present a regular financial report and an externally audited final report to the IACC. The IACC approved financial report shall be forwarded to the funding institutions.

44. The funds that would be raised for the project will be used to finance the different activities described above and would consist of:

- meetings of the Interim Executive Committee, IACC and the IACC technical committee;

- staff put exclusively at the disposal of the project by the lead agency and the supervising institutions for clearly identified activities and supporting services;

- payments to be made to staff of the Project Office and consultants recruited for the execution of the project;

- incentive and compensatory payments for national experts and provision of limited facilities;

- logistic support for the activities of the project.

45. The search for sources of finance for the study was one of IACC's main assignments. Accordingly the IACC undertook the following activities:

- On 22 March,1985, IACC convened a meeting of financiers in Geneva which was attended by the following organizations and representatives from countries: The European Economic Community (EEC), the European Investment Bank (EIB), IBRD, Arab Legge, Belgium, France, Federal Republic of Germany, Italy, United Kingdom, Canada, Japan, Sweden;

- the said meeting was followed by a joint session of the IACC bureau and the EEC in Bruxelles on 14th October 1985 for the discussion of the conditions of EEC's participation in the financing of the study.

Offers received by IACC

46. The current status of the mobilization of the required US$ 6 million for undertaking the study appears to be satisfactory. The following organizations have expressed their intention to participate in the financing of the study:

a) The UNDP has made a firm committment for US$ 400,000 and is considering the possibility of increasing this amount.

b) The ITU has made a firm committment to provide from its own resources the sum of $US 200,000. It is also considering the provision of additional resources in the form of computer facilities and other logistic support.

c) UNESCO has offered consultanty services up to US$ 15,000.

d) ADB has proposed to finance up to 95 per cent of the cost of the study from its Technical Assistance Account under the following condition:

- a loan will be granted to at least two African countries of which at least one is eligible for ADF loan;

- this loan will be without charge and interest;

- the period of repayment is 50 years with grace period of ten years if the project is viable and 45 years if the study proves that the project is not viable.

It is expected that some African governments will take the necessary measures in order to request a loan from the African Development Fund for the benefit of the continent as a whole. The borrowing countries shall be granted a specific role in the organizational structure of the study according to an agreement to be worked out between those countries, ADF and IACC.

(e) The European Economic Community has confirmed its willingness to provide financing for the study in the form of a grant under the following conditions:

- that the OAU assume on its own, or through PATU «the role of directing and execution of the study». If OAU does not have necessary expertise the European Commission «would be prepared to make available independent experts to assist with this task»;

- ITU can be the OAU's adviser on all important technical and financial aspects of the study;

- the execution of the study shall be «.... directly contracted (by the European Commission) to a grouping of consultancy firms and experts from ACP/EEC countries ...»;

- the other members of the IACC and other groupings could continue to follow the execution of the study in the form of an Advisory Committee.

COMMENTS AND OBSERVATION OF THE IACC ON THE FINANCIAL OFFERS RECEIVED

47. The offers of UNDP, ITU and UNESCO should be accepted with appreciation as they are untied and are given in the form of a grant.

48. The fact that certain African countries are likely to graciously consent to procure a loan from the African Development Fund and put at the disposal of Africa as a whole should be accepted because the utilization of the funds is untied and its repayment condition is soft and attractive.

49. Although EEC's offer of a grant is to be appreciated, the conditions of the grant are considered to be too restrictive for the following reasons:

- only ACP/EEC consultants and experts would be directly recruited by the Community for execution of the study; and

- that the full competence and know-how of the members of the IACC are not utilized for the direction and supervision of the study.

50. Furthermore, the conditions may be prejudicial to the implementation phase which should be carried out as a result of open international competitive bidding. This is even more so when the PAN-African Scope of the study and its very important economic, technical and political implications are taken into account.

CONCLUSION AND RECOMMENDATION

51. The IACC has undertaken a series of activities within the mandate given to it by the Conference of Ministers of Transport, Communications and Planning in order to carry out this important study with as much objectivity and neutrality

as possible. The IACC has consistantly kept in mind the important objectives of the study, namely, the utilization of African expertise and the creation of conditions for the transfer of technical know-how to individual countries and their regional organizations. In order to complete this assignment in an optimum way the IACC makes the following recommendations:

1. African countries should individually and collectively continue to give a high priority to this project and take an active and concerted part in its implementation;

2. African countries should continue to harmonize their activities so as to carry out a single integrated study with the view of achieving a comprehensive and viable telecommunications network to help realize the goals and objectives of the African Economic Community as per the Lagos Plan ofAction;

3. considering its role in the overall development process and more particularly in the field of telecommunications development and also its generous provision of funds, UNDP should be included in the IACC as a member and it should be requested to examine ways and means to increase its contribution to the maximum extent possible;

4. the IACC should continue its negotiation with the European Economic Community with the view of obtaining better and more flexible conditions of financing;

5. Member countries should be invited to apply for a loan form the Technical Assistance Account of the African Development Fund for the partial or full financing of the study;

6. that all concerned parties shall do their utmost in order to complete the study as soon as possible but not later than the beginning of 1988.